

**Attachment C**  
**Summary of American Recovery and Reinvestment Act Briefings**  
**Hosted by the Missouri Department of Transportation**

A briefing was held in each of the Missouri Department of Transportation's 10 District Offices at 6 p.m. Tuesday, March 10, 2009. Prior to that, MoDOT hosted an open house for state legislators and held a briefing for Congressional staff members earlier in the day.

MoDOT informed the public about the briefing through several efforts, such as a news release distributed to media statewide, local news releases distributed by the districts, details provided to subscribers of MoDOT's e-mail subscription service and information posted on our Web site. We also directly contacted transportation partners, such as local elected officials, to notify them about the public briefings.

A uniform PowerPoint presentation was used in each briefing to provide information about how American Recovery and Reinvestment Act funds will be used to create jobs and benefit local economies as we make transportation improvements across Missouri. The presentation also featured detailed information about the ARRA, federal and Missouri Highways and Transportation Commission rules, regulations and guidelines that had to be followed as part of project selection and how the funding will be distributed to highways and bridges and multimodal projects across Missouri.

Questions were answered at the meeting unless follow-up was needed or requested. A draft list of MoDOT's ARRA projects, along with a map showing the projects and indicating economically distressed areas and a copy of the presentation were made available to anyone in attendance.

The overall consensus on the briefings was that most attendees had a positive stance on ARRA. Listed below are the results of the briefings in each district:

**Missouri Legislature Briefing**

Attendance: 10 persons attended from the House of Representatives:

- Rep. JC Kuessner (D-Eminence), House Minority Floor Leader
- Wayne Henke, Administrative Assistant to Rep. Kuessner
- Rep. Charlie Denison (R-Springfield)
- Rep. Charlie Schlottach (R-Owensville)
- Rep. Chuck Gatschenberger (R-Lake St. Louis)
- Rep. Anne Zerr (R-St. Charles)
- Rep. Sally Faith (R-St. Charles)
- Rep. Denny Hoskins (R-Warrensburg)
- Rep. Tom McDonald (D-Independence)
- Rep. Steve Hobbs (R-Mexico)

**General Comments/Questions Received:**

There was no one specific issue or concern raised during this event.

### **Congressional Briefing**

Attendance: Eight staff employees of Missouri's Congressional offices attended:

- Lou Aboussie, Congressman Lacy Clay's office
- Danny Rotert, Congressman Emanuel Cleaver's office
- Jim Vaughn, Congressman Emanuel Cleaver's office
- Jenni Riegel, Congressman Blaine Luetkemeyer's office
- Steve McIntosh, Congressman Roy Blunt's office
- Jim Mitas, Congressman Todd Akin's office
- Cindy Hall, Senator Claire McCaskill's office
- Melissa Ortega, Senator Kit Bond's office

### **General Comments/Questions Received:**

While several questions were asked during the one-hour meeting, the staff members from Congressman Cleaver's office asked the most questions. Their line of questioning surrounded the issue of the distribution of stimulus monies and how those decisions were made. In short, Congressman Cleaver doesn't believe he is receiving his share of the funds.

### **District 1 – St. Joseph**

**Attendance:** Five, including Missouri Highways and Transportation Commissioner David Gach, two representatives from area planning organizations, a news reporter and a local citizen

### **General Comments/Questions Received:**

- Are the current 34 projects approved part of this distribution?  
MoDOT Response: All but one of the previously approved 34 projects is part of this distribution. The only exception is Clay 210 - it was exchanged for a higher regional priority.
- What percentage of the money does Northwest Missouri receive?  
MoDOT Response: Northwest Missouri receives 6.7 percent – slightly higher than the normal distribution.
- Seems like a lot of money.  
MoDOT Response: Actually, the money being allocated is only a small part of what is needed.
- How much went into the infrastructure during the WPA?  
MoDOT Response: MoDOT does not maintain funding information for this program.
- As far as the Eisenhower era, does this rival that expenditure?  
MoDOT Response: You cannot compare the two amounts without taking inflation into consideration. With inflation, this financial allocation is no where near the equivalent of the Eisenhower investment in the interstate highway system.
- How fast will the re-distribution happen if other states don't meet the requirement?  
MoDOT Response: The federal government will make that determination. At this time we only know it will come sometime after the 120-day milestone to obligate funding.
- How will you get people to work locally?  
MoDOT Response: All projects will be awarded using the federally required lowest responsible bidder process. These projects not only create jobs for the contracting firm awarded the project, but also for sub-contractors that also work on the project. In addition, this work injects funds into the local economy through fuel usage, supply purchases and other incidentals.

## Media Results

<http://www.stjoenews.net/news/2009/mar/11/modot-previews-stimulus-spending/>

### District 2 - Macon

**Attendance:** 17, including one Regional Planning Commission director, one presiding county commissioner, one economic development director, one city administrator, one community development manager, one mayor, three members of the media and a few from the general public.

### General Comments/Questions Received:

- Asked for explanation on who our planning partners are and how the prioritization process works.

MoDOT Response: Our planning partners are the Regional Planning Commissions and Metropolitan Planning Organizations of Missouri. MoDOT has worked closely with these groups over the past several years to prioritize work across the state. These partners, with input from their local citizens and communities, prioritize needs and projects using the planning framework process. Detailed information on this process can be found at: [http://www.modot.mo.gov/plansandprojects/planning\\_projects/PlanningFramework.htm](http://www.modot.mo.gov/plansandprojects/planning_projects/PlanningFramework.htm)

- Agreement that the minor road system needs improvement; happy to see \$30 million for minor roads north of I-70.

MoDOT Response: For the past three years, MoDOT has concentrated its resources toward improving the major road system. 83 percent of Missouri's 5,600-mile major road system is now in good condition. Unfortunately, only 64 percent of Missouri's 27,000-mile minor road system is in good condition. While ARRA funds are providing for approximately 1000 miles of improvements on the minor road system, it will not solve the funding problem.

- Interested in cold in place recycling as a new process.

MoDOT Response: Cold in place recycling is a treatment that mills the existing pavement surface a couple inches, combines the recycled material with oil and relays it on the pavement. This product is then covered with a chip seal surface. It is an innovative treatment we are interested in to help improve the condition of our minor road system.

- Question on how enhancement funds would be distributed and how to apply for funds.

MoDOT Response: Once the commission approves the final list of ARRA projects, district staff will begin work with their respective regions to define this process.

- Interest in the Web site to download information.

MoDOT Response: The proposed list of project and the briefing PowerPoint presentation can be found at: <http://www.modot.mo.gov/firstinnation/ARRAProjectlist.htm>

- A couple of questions on local issues not related to economic recovery.

MoDOT Response: No response required.

## Media Results

[http://www.heartlandconnection.com/news/news\\_story.aspx?id=271558](http://www.heartlandconnection.com/news/news_story.aspx?id=271558)

<http://www.heartlandconnection.com/news/video.aspx?id=271558>

<http://www.kirksvilledailyexpress.com/news/x1683618991/Bypass-one-of-several-projects-benefitting-from-stimulus-money>

### **District 3 - Hannibal**

**Attendance:** Five, including one regional planning commissioner, one transportation stakeholder, two gentlemen from the Hannibal Expressway citizen's advisory committee, one MoDOT employee who came on his own time

#### **General Comments/Questions Received:**

- How was the \$788 million figured for Missouri?  
MoDOT Response: \$788 million represents the ARRA funds provided to Missouri for all modes of transportation. The highway and bridge component is determined using the formula provided by the federal government. Aviation, rail and capital investments were estimated using historical trends.
- Americans with Disabilities Act (ADA) compliance – is that a MoDOT responsibility?  
MoDOT Response: MoDOT is responsible for ensuring all projects on its system comply with ADA requirements.
- Lengthy discussion about communities asking for sidewalks with the enhancement dollars. Numerous questions were asked about enhancement dollars – are they being held to the same standards?  
MoDOT Response: Once the commission approves the final list of ARRA projects, district staff will begin work with their respective regions to define this process. The enhancement dollars in the ARRA have the same eligibility requirements as the regular federal-aid enhancement program.
- What is the Governor's certification?  
MoDOT Response: There are three certifications the Governor must provide: 1) the state will maintain its effort with regard to state funding for the types of projects that are funded by the ARRA 2) these projects will create jobs and promote economic health, and 3) the infrastructure investment has received the full review and vetting required by law and that the chief executive accepts responsibility that the infrastructure investment is an appropriate use of taxpayer dollars.
- Is the Hannibal bypass included in this?  
MoDOT Response: No, it is not.  
There was disappointment shared by the group that such a small piece of the pie is going to transportation at the federal level  
MoDOT Response: No response required
- Concerns were expressed that government will see this as a replacement for the upcoming transportation bill or funding.  
MoDOT Response: Since transportation needs continue to outweigh available funding, MoDOT does not view ARRA funding as replacement for the upcoming federal transportation bill, and remains hopeful that lawmakers won't either.
- The group was overall supportive of the process and understood how the projects were identified as part of our ongoing process.  
There was discussion on how we could/would distribute the enhancement funds.  
There was also interest in the definition of economic distress.  
MoDOT Response: The projects were identified using the ongoing planning framework process. Detailed information on this process can be found at:  
[http://www.modot.mo.gov/plansandprojects/planning\\_projects/PlanningFramework.htm](http://www.modot.mo.gov/plansandprojects/planning_projects/PlanningFramework.htm)  
Once the commission approves the final list of ARRA projects, district staff will begin work with their respective regions to define the enhancement fund process. Economically

distressed areas are defined as those with low per capital income and/or unemployment rate above the national average.

## **Media Results**

None reported

## **District 4 – Kansas City**

**Attendance:** 45, including planning partners, city and county government officials and citizens, but no media (Media did publicize the event ahead of time and covered it using the list of projects posted on the Web site.)

## **General Comments/Questions Received:**

- Several comments were expressed about the need to have a commissioner from the Kansas City area on the Missouri Highways and Transportation Commission.  
(NOTE: Councilman Sharp, Rev. Hartsfield and a representative from the Heavy Construction Association were among the members who made this comment as well as local citizens.)  
MoDOT Response: The governor appoints Missouri Highways and Transportation Commissioners
- Many comments were directed at the need to have central city residents involved in this, especially in filling the new jobs. There were comments indicating that these folks need training and the fast movement of this bill may exclude them from opportunities.  
MoDOT Response: The legislation's "use-it-or lose-it" provisions require these projects to move quickly, or risk losing funding. However, MoDOT continues to partnership with the Full Employment Council and A Call To Oneness in an effort to provide job training.
- Councilman Sharp commented that the final draft list seemed to have much more on it for the KC area than the first list. He indicated he was less unhappy because of this.  
MoDOT Response: The first list included the projects that could be ready to go in 90 to 180 days, based on anticipated language of the bill. When the legislation was final and requirements clearly defined, MoDOT has updated the list to meet all the various requirements.
- There were questions about the bridge over Brush Creek. There was confusion between MoDOT's budgeted amount and that budgeted through the suballocation process in MARC.  
MoDOT Response: MoDOT has \$5 million budgeted for this project and MARC had \$8 million budgeted.
- What funding is available to train individuals to be able to get to work?  
MoDOT Response: There is \$20 million in nationwide federal funds for training in the heavy construction area, and \$20 million in funding to assist with DBE bonding. The FHWA Office of Civil Rights coordinates these programs. After the meeting, MoDOT gave the individual contact information for FHWA.
- Questions were asked about what maintenance of efforts means, how it works and how projects like Tuscumbia could be under way before the funds were approved.  
MoDOT Response: Maintenance of effort means that ARRA funds are to be in addition to the current construction program - not replacement funds. Early award projects, like Tuscumbia, were planned in anticipation of ARRA signature. While these projects were planned, advertised and let prior to signature of the legislation, they were not awarded until after the bill became law.

- Heavy constructors' association commented that it could handle this size program in Missouri and even additional work.  
MoDOT Response: No response required.
- Is there engineering work or professional services work available in the ARRA projects?  
MoDOT Response: Based on the need to move quickly, most of the work has been completed, but there is a limited amount of this work available on some of these projects.
- There was a comment that these were federal rules, and we had to follow the rules and that the rules were better than state rules. The person also indicated that if the rules were not followed, states could be sanctioned, and they would be watching.  
MoDOT Response: MoDOT will follow all rules and will always do so.
- Reverend Hartsfield and others made comments to the effect that the urban core is what made Jackson County economically disadvantaged and that since they are the ones who made it possible for funds to come to this area, they should receive the majority of the work and have more workers working on the projects. They also wanted to know how they could get more of this work, and commented that heavy construction work was not always representative of minorities.  
MoDOT Response: Economically disadvantaged areas were defined at the federal level on a county-by-county basis. MoDOT will establish DBE goals for each of these projects, and welcomes any ideas for partnership improvement ideas in this area.
- Comments were also made that Jackson County should receive most of the money.  
MoDOT Response: The ARRA requirements were 1) 50% of MHTC highway, bridge and enhancement funds must be obligated by June 30, 2009, and 2) all money must be obligated by March 2, 2010. The legislation also said that consideration should be given to projects that 1) could be completed in three-years, 2) maximize job creation/ economic benefit, and 3) were in economically distressed areas. Statewide 61 percent of the work was in economically distressed areas, and \$72 million of the \$81 million in the urban area of District 4 was in Jackson County.
- What was required to be posted on MoDOT.org and Recovery.gov?  
MoDOT Response: Details regarding reporting requirements can be found at: <http://www.fhwa.dot.gov/economicrecovery/guidance.htm>
- How will multimodal money be distributed and what is the timeline for these types of projects?  
MoDOT Response: FAA, FTA and FRA administer these funds. MoDOT is waiting for more guidance on these funds.

## **Media Results**

[http://www.kansascity.com/news/breaking\\_news/story/1075642.html](http://www.kansascity.com/news/breaking_news/story/1075642.html)

## **District 5 – Jefferson City**

**Attendance:** Ten, including two members of the media

## **General Comments/Questions Received:**

- Regarding the funds that have to be obligated by the end of June, does that mean the projects have to be awarded by that time?  
MoDOT Response: Obligation is approved by FHWA and occurs at the time MoDOT advertises a project for bids.

- Is there any avenue for the county to access some of these funds? Is there any part of the rest of the bill that could go toward cities and counties?  
MoDOT Response: There was no direct funding established for cities and counties in the transportation portion of the bill. It is unknown if cities and counties will receive funds from other portions of this economic recovery act.
- Do the funds have to go through MoDOT for the commission to distribute?  
MoDOT Response: All highway funds will go through MoDOT.
- On Route C, will shoulders be included along the route or will there be some places where there will be no shoulders? Will this improvement address the buggy issues to get them out of the way of the cars?  
MoDOT Response: On Route C, the plan is to add some shoulder on the entire route from Russellville to Versailles. Adding some shoulders will allow more room for buggies to move over. This will improve safety.
- If there is a three-year time frame to complete these projects, will those listed take all this time or will some of them get done more quickly?  
MoDOT Response: All of projects will be completed in the three-year time frame. Many will be completed more quickly.
- Is there any money for planning?  
MoDOT Response: This bill is about jobs, and we plan to spend all of the money on construction projects.
- Will Mayor Slay be happier with this list?  
MoDOT Response: Projects planned in the St. Louis region and the rest of the state can be found at: <http://www.modot.mo.gov/firstinnation/ARRAProjectlist.htm>
- How close is the Linn bypass project to being constructed?  
MoDOT Response: Route 50 is in the STIP for construction in 2012, from Route 63 to Linn. We do not have funding for the next section going around Linn.
- Will stimulus speed up some other projects down the road?  
MoDOT Response: This has not yet been decided.

## Media Results

<http://www.komu.com/satellite/SatelliteRender/KOMU.com/ba8a4513-c0a8-2f11-0063-9bd94c70b769/f2a8716a-80ce-0971-01ca-3d6ef5ac89c2>  
[http://www.newstribune.com/articles/2009/03/08/news\\_state/298state24stim.txt](http://www.newstribune.com/articles/2009/03/08/news_state/298state24stim.txt)  
[http://www.newstribune.com/articles/2009/03/11/news\\_local/295local04stimulus.txt](http://www.newstribune.com/articles/2009/03/11/news_local/295local04stimulus.txt)

## District 6 – St. Louis

**Attendance:** Approximately 70 in attendance, including Missouri Highways and Transportation Commissioner Grace Nichols, officials from the City of St. Louis, St Louis County, the area Municipal League, St. Charles and Franklin counties and eight members of the media

## General Comments/Questions Received:

- Tim Fischesser, executive director of the St. Louis Municipal League, stated various mayors across St. Louis County would like to see a sense of fairness added to the distribution process. His reference really is not a MoDOT issue, per se, since the money he is referencing is part of the suballocation administered by East-West Gateway Council of Governments.  
MoDOT Response: St. Louis County chose to have most of the suballocated funds available to the county allocated to Route 141. The county executive was in attendance at the ARRA

briefing and again expressed that this was the most important priority economic development in the county.

- County Executive Charley Dooley restated his support of the Route 141 project and the economic impact of that project for the county.  
MoDOT Response: MoDOT also supports this project.
- City resident, Yoni Sarason, expressed his concern that more funding was not distributed to the City of St. Louis and questioned the span of jobs created by the stimulus projects.  
MoDOT Response: MoDOT Director Pete Rahn explained some of the time constraints on ARRA projects and the purpose of them was to jumpstart the economy. Projects needed to be “shovel ready” in a short period of time. Director Rahn stated the \$22 million of projects in St. Louis would include work on Memorial Drive and Tucker. The work on Tucker would provide a direct link to the proposed \$600 million Mississippi River Bridge, which gets underway in 2010 in the city. He further noted these projects provide jobs through the length of the projects, which is expected to be about three years.
- Mayor Slay's public relations manager attended the meeting and distributed a press release to a couple of news crews stating the mayor's continued dissatisfaction with MoDOT funding.  
MoDOT Response: This list represents a good distribution for the St. Louis region and for the state.
- One Jefferson County resident asked how could the W/MM project be ready for the next round. (This project is not currently on MoDOT's long-range plan, which means no preliminary work has been done).  
MoDOT Response: East-West Gateway Council of Governments establishes regional transportation priorities. Missouri Route MM is identified as a priority for funding in 2031-2035. This corridor would need to be elevated as a regional priority before funds will be allocated.
- Other issues included the impact of building more roads on nature and wildlife in the region, energy consumption and urban sprawl.  
MoDOT Response: Agreed that urban sprawl is an issue that all urban communities are facing. Noted MoDOT's commitment to mitigate congestion and the impact to nature and the environment, recycling and replenishing green space.

## Media Results

[http://www.stlamerician.com/articles/2009/03/09/news/local\\_news/localnews0000000001.txt](http://www.stlamerician.com/articles/2009/03/09/news/local_news/localnews0000000001.txt)  
<http://www.stltoday.com/stltoday/news/stories.nsf/stlouiscitycounty/story/36E3B090F11BA3B2862575760011BD9B?OpenDocument>  
<http://www.bizjournals.com/stlouis/stories/2009/03/09/daily17.html>  
<http://www.fox2now.com/ktvi-modot-city-stimulus-money-031009,0,6869859.story>  
[http://publicbroadcasting.net/kwmu/news.newsmain?action=article&ARTICLE\\_ID=1479221&sectionID=1](http://publicbroadcasting.net/kwmu/news.newsmain?action=article&ARTICLE_ID=1479221&sectionID=1)  
<http://www.stltoday.com/stltoday/news/stories.nsf/stlouiscitycounty/story/475625D705262B80862575750016E04B?OpenDocument>  
<http://www.stltoday.com/stltoday/news/stories.nsf/stlouiscitycounty/story/36E3B090F11BA3B2862575760011BD9B?OpenDocument>  
<http://www.ksdk.com/news/local/story.aspx?storyid=169520>



## **District 7 - Joplin**

**Attendance:** Eight, including Missouri Highways and Transportation Commissioner Rudy Farber, two local citizens and five members of the media

### **General Comments/Questions Received:**

- Several clarifications on how District 7 projects list matched up between state naming of routes and local distinctions and names of places.  
MoDOT Response: No response required.
- The four interchanges on Route 71 – will those have any impacts on the money set aside for Bella Vista Bypass?  
MoDOT Response: These interchanges can be completed with ARRA funds. If the Arkansas Department of Transportation can commit to build its portion of the Bella Vista Bypass, MoDOT we will build the Missouri section, using other MoDOT funding.
- General questions about particular local projects (ARRA funding or regular MoDOT funding) and what certain parts of the project work descriptions mean; i.e. what is thin lift overlay?  
MoDOT Response: Thin lift overlay is the addition of a layer of asphalt pavement over an existing lane. We were able, through the smooth roads initiative, to do a lot of this kind of work.
- Can you talk a little bit more about making grants available for counties for pet (enhancement) projects?  
MoDOT Response: Enhancement funds are what will be available for communities. Once the commission approves the final list of ARRA projects, district staff will begin work with their respective regions to define this process.
- What is the enhancement deadline?  
MoDOT Response: Once the commission approves the final list of ARRA projects, district staff will begin work with their respective regions to define this process.
- None of that \$640,000 has been earmarked?  
MoDOT Response: No, it hasn't.
- Who exactly are the planning partners?  
MoDOT Response: Our planning partners are the Regional Planning Commissions and Metropolitan Planning Organizations of Missouri. In southwest Missouri, our planning partners are the Joplin MPO, Kaysinger Basin, Harry S. Truman Coordinating Council and the Southwest Missouri Council of Government. MoDOT has worked closely with these groups over the past several years to prioritize work across the state. These partners, with input from their local citizens and communities, prioritize needs and projects using the planning framework process. Detailed information on this process can be found at: [http://www.modot.mo.gov/plansandprojects/planning\\_projects/PlanningFramework.htm](http://www.modot.mo.gov/plansandprojects/planning_projects/PlanningFramework.htm)
- 22,000 jobs across the state – can you regionalize that for us?  
MoDOT Response: FHWA reports that for every \$1 billion invested in transportation, approximately 34,000 jobs are created
- How was decision made on which roads got the resurfacing?  
MoDOT Response: We have an ongoing pavement management plan. We looked at routes with most amount of need and most traffic and tried to address those first.
- Did this take a bite out of your road management plan?  
MoDOT Response: No, it was very minimal impact. These projects only hit about 1,000 miles of minor roads statewide.
- Is the economic recovery project a “one shot” deal?

MoDOT Response: Yes, we're glad to get it, but we still have a large statewide list of needs we need to address.

- In response to the statement that we still have a lot of needs to meet beyond what the stimulus money will help address – Is that because of the requirements involved with the money?

MoDOT Response: It is actually because of the great amount of need relative to the money available through the stimulus funding.

## **Media Results**

<http://www.neoshodailynews.com/homepage/x1683617724>

<http://1310kzrg.com/MoDOT-Discusses-Impact-of-Economic-Stimulus-on-MO-/3994662>

### **District 8 - Springfield**

**Attendance:** Approximately 20 attendees, including Missouri Highways and Transportation Commissioner Jim Anderson; Missouri Transportation Alliance Member Mary Kay Meek; community leaders from Branson, Hollister and Taney counties; and members of the media

#### **General Comments/Questions Received:**

- Local officials had very positive comments about the projects  
MoDOT Response: No response necessary.
- Some general public attendees expressed interest in passenger rail service.  
MoDOT Response: Based on historical trends, Missouri expects to receive \$10 million in ARRA funds for rail capacity and safety improvements.
- How many jobs will be created and how will secondary jobs be created?  
MoDOT Response: Statewide package would support directly or indirectly 22,000 jobs in the state.
- Branson and Hollister officials expressed appreciation that the bridge over Lake Taneycomo will be paid for with some of these funds and commented about their gratitude that their partnership with MoDOT has gotten them where they are today.  
MoDOT Response: No response required.
- What happens next with this list?  
MoDOT Response: The final list will be presented to the Missouri Highways and Transportation Commission for consideration of approval. Once approved these projects must be added to the STIP / TIPS before work can begin.

## **Media Results**

<http://ozarksfirst.com/>

<http://www.kspr.com/news/local/41072092.html>

<http://www.news-leader.com/article/20090311/NEWS01/903110419>

<http://www.eclassifiedsnetwork.com/content.aspx?module=ContentItem&ID=130189&MemberID=1191>

### **District 9 – Willow Springs**

**Attendance:** No one attended; however, the Texas County Presiding Commissioner requested that information be sent to him

## **District 10 – Sikeston**

**Attendance:** Five, including two planning partners, a daily newspaper reporter and two area community officials

### **General Comments/Questions Received:**

- Do you know what the number one priority was in Cape Girardeau County?  
MoDOT Response: Yes, Route 61/25 was the number one priority. However, this project could not be accomplished within the amount of time and funds we have through the ARRA. The act is about creating jobs and moving quickly. The William Street project that we are completing in Cape Girardeau County is shovel ready and can meet the timing requirements of the legislation.
- Specific questions were asked about work on William Street, Route K, Route 25 and Route W.  
MoDOT Response: Improvements to William Street several years ago with the Smooth Road Initiative. This purpose for this proposed project on William Street is to make it safer. This project will improve visibility on the roadway and provide resurfacing of the section.
- On 25, there is a traffic and a safety problem at South Elementary School. If we can't do all of 25, what about the immediate need? Could stimulus money be used at the school for turn lanes and signals for safety? Have you done a study on it (the school)?  
MoDOT Response: Further analysis will need to be done before determining the appropriate project to meet this need. This project simply couldn't be delivered in the timeframe required by the legislation.
- How long would it take to get that project to a point to receive stimulus money if some became available? I am thinking about the second round of stimulus money.  
MoDOT Response: We don't know yet. There is no second round of stimulus money identified.
- A comment offered on the presentation: We appreciate this. There has been good planning, and it (ARRA as it relates to MoDOT) is a real plus for Missouri.  
MoDOT Response: No response required.
- What are the dollars for in District 10? How will it be decided?  
MoDOT Response: The ARRA projects proposed for District 10, as well as all ARRA projects proposed throughout the state can be found at:  
<http://www.modot.mo.gov/firstinnation/ARRAProjectlist.htm>  
The final list will be presented to the Missouri Highways and Transportation Commission for consideration of approval.
- About the STP Enhancement Program – \$776,000: What kinds of things are we talking about with these projects?  
MoDOT Response: Sidewalks, trails, welcome centers etc. are qualifying projects for enhancement projects.
- That Mini Grant: That was not born of the stimulus project, right? So that money has not been allocated yet?  
MoDOT Response: These are not ARRA funds. There are approximately \$550,000 dollars remaining from previous years resulting from grants that were not completed by cities or others. This money was made available to the public in the form of “mini-grants.” There were 21 applicants for the mini-grants totaling a need of approximately \$1.9 million in federal funds.

## Media Results

<http://www.kfvs12.com/Global/story.asp?S=9987323>  
<http://www.semissourian.com/article/20090311/NEWS01/703119977>

## Comments and responses from MoDOT's blog relating to ARRA

- You need to widen highway 50 before spending all that money. There is way too much traffic for two lanes. It was talked about ten years ago and is 20 years behind times.

### MoDOT Response:

"An eleven-mile section of Highway 50 has been widened to four lanes from St. Martins to California. Currently, an eight mile section is being four-laned around California. Highway 50 between Highway 63 and Linn is scheduled to be widened to four-lanes starting in 2012. This project was considered for stimulus funds, but could not be ready to go quick enough to meet the requirements of the American Recovery and Reinvestment Act."

- Good job MODOT and a question. When will the Bruce Watkins in Kansas City be upgraded to Interstate quality? Those three lights are very dangerous intersections and many people have died at them over the years. Then add in the pollution of miles long back ups and you have the need to upgrade and now. I know there are political considerations but most people in the area now understand that true interchanges are needed for safety and to get the traffic moving.

### MoDOT Response:

Bruce R. Watkins Drive, a 10.2-mile, divided state highway between the 3-Trails Crossing interchange and the Downtown Loop, was completed in October 2001. The project includes \$220 million in construction; \$55 million in right-of-way costs; \$15 million to design; and nearly \$6 million for beautification and enhancements.

The intersections on Bruce R. Watkins Drive at 55th Street, 59th Street and Gregory Boulevard that are controlled by traffic signals are not planned for changes. The residents along this drive fought diligently to demand these restrictions. Neither MoDOT nor the Missouri General Assembly can change this. It is a court-mandated design, negotiated to end a class-action lawsuit that delayed construction of Bruce R. Watkins Drive for two decades. Any change must be initiated in federal court.

Let me provide some history. What is now Bruce R. Watkins Drive started out in 1951 as a Kansas City Plan Commission concept to connect the south with the north along Route 71. At the time America was beginning a post-World War II highway expansion era that was soon to launch the interstate system. Four-lane, divided highways and limited-access freeways were seen as the next step in America's transportation future. The South Midtown Freeway (as the concept was then named) was envisioned as a major element of the city's highway master plan. It has evolved into a community asset far different than what was originally envisioned. By the mid-1960s, Kansas City officials had gained support for the project and received Highway Commission approval of a corridor plan. By 1970 properties on the south side of the project, from Bannister Road to 63rd Street, were being acquired. A lawsuit filed in the early 1970s by property owners in the path of the project stalled progress

for more than a decade.

By 1987 work was again under way, but the design had changed. No longer a controlled-access freeway, the project was changed to a trafficway with signalized intersections at several key points and added emphasis on building a more attractive drive to complement neighborhoods. The final segment of Bruce R. Watkins Drive was completed by the end of 2001. The last segment, from 31st Street to the downtown loop, rapidly moves a large volume of traffic directly south instead of filtering it east and southwest through I-70 and city streets.

You have a highway carrying 70,000 vehicles a day a year after it opened (2001), which is more than I-70 at Blue Springs. Counts taken by MoDOT in August 2002 show that combined average annual daily traffic northbound and southbound at 47th Street is 70,734 vehicles. The same average daily count on Watkins Drive at Truman Road just south of the busy Downtown Loop is 51,719 vehicles. In 20 years it is expected to be more than 80,000 vehicles daily. Ample right of way was acquired to someday allow MoDOT to reconstruct the three signal-controlled, at-grade intersections to grade-separated interchanges, allowing traffic on Bruce R. Watkins Drive to flow unimpeded. Neither MoDOT nor the city of Kansas City can initiate this change. It is up to the citizens, who must raise the issue again through the court system to amend the class-action agreement. But what is in place now is safe, as long as motorists obey all traffic controls, posted speed limits and avoid distractions while driving.

- The article stated "That amount of work will create an estimated 14,000 jobs and have an estimated \$2.4 billion impact on the state's economy. Could you give a breakdown of the 14,000 jobs which will be created so that we will be able to prepare the workforce for those jobs?"

MoDOT Response:

The jobs will be directly and indirectly created or saved by the contractors who are awarded the construction work and by the organizations that provide them with supportive goods and services. If you'd like more detailed information please contact your local MoDOT office at 1-888-ASK MoDOT.